

CHINA



Established February, 1845.

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HONGKONG, WEDNESDAY, MARCH 19, 1879.

日廿月二年卯己

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

FOR SALE.

RECENTLY ARRIVED,
AND
FOR SALE.

ODGER'S CELEBRATED CUT-
LERY.
WATERLOW'S and DE LA RUE'S
STATIONERY.
DESSERT and DINNER SERVICES.
TABLE GLASSWARE.
GENTS' TOOL CHESTS.
CABIN SUSPENSION and BULK-
HEAD SWINGING LAMPS for OIL.
CABIN SWINGING CANDLE-
STICKS.

SIGNAL and MASTHEAD LAMPS,
(Fully Admiralty Regulation).
TUBE EXPANDERS, Assorted Sizes.
ENGINEER'S HAMMERS.
MATHEMATICAL INSTRUMENTS.
COPPER WIRE GAUZE.
SPIRIT LEVELS.

INDIA RUBBER SHEETS, Assorted
Sizes.
INSERTION RUBBER, Assorted Sizes.
INDIA RUBBER DOOR MATS.
INDIA RUBBER SUCTION and DE-
LIVERY HOSE.

CANVAS DELIVERY HOSE.
LEATHER BELTING.

A Large and Choice Assortment of
American and English

ELECTRO-PLATED WARE.

NEW and POPULAR BOOKS,

INSTRUCTIVE and AMUSING.

EDUCATIONAL WORKS.

WORKS OF REFERENCE.

PRESSENTATION BOOKS.

NOVELS, &c.

MUSIC & SONGS,

by First class Composers,

OPERAS, MUSICAL INSTRUCTION BOOKS, &c.

A Fine
Selection
of SHERRIES.

Very Fine "O. K."

BOURBON WHISKY.

CHATEAU DE FRANDS.

(A fine full flavoured
Breakfast CLARET.)

BRANDIES. GIN.

LICQUERS.

ALIC.

&c.

LAMMERT, ATKINSON & CO.

Hongkong, February 21, 1879.

FOR SALE.

EUGENE RIMMEL'S TROPICAL
FLOWER WATER.

TRADE MARK
REGISTERED.

SUPERIOR TO ALL SIMILAR PREPARATIONS.

VOGEL & CO.

sole Agents for China.

Hongkong, February 19, 1879. my19

AUCTIONS.

LAND AUCTION.

LANE, CRAWFORD & CO. will
sell by Public Auction,

ON
SATURDAY,

the 22nd March, at Noon,—

INLAND LOT, No. 173, measuring

about 577 Feet by 47 Feet, and having

frontages on Wellington, Graham, and

Gutzlaff Streets.

There is Room to erect Four Chinese

Houses.

The Crown Rent is \$44.51.

The central position of this Lot makes

it a most desirable investment.

TERMS OF SALE.—One-third of the

Purchase Money on the fall of the

hammer, the remainder on completion

of the Transfer. Expenses of Transfer

to be borne by the Purchaser.

Hongkong, March 11, 1879. mr22

PUBLIC AUCTION.

TO BE SOLD BY PUBLIC AUCTION,

shortly, on a day to be
hereafter named, unless previously dis-

posed of by private contract.—

THE HONGKONG DISTILLERY,

Situate at East Point, Hongkong, now

in Complete Working Order, and Capa-

ble of Distilling upwards of 2,000

Gallons daily. The Property is of a most

valuable nature, comprising THREE

PIECES of GROUND close to the

water, viz.—Inland Lots Nos. 748, 781

and 782, with the Substantially Built

DWELLING-HOUSE and BUSINESS PRE-

PARSES, erected specially for the purpose

only a few years since, together with the

MACHINERY, ENGINES, STILLS, VATS,

STOCK, and TRADE FURNITURE and FIR-

TINGS.

For further Particulars, apply to

Messrs SHARP, TOLLETT, and

JOHNSON,

Solicitors, Supreme Court House,

Hongkong.

Hongkong, 5th March, 1879.

WASHING BOOKS.

(In English and Chinese.)

WABERMAN'S BOOKS, for the use

of Ladies and Gentlemen, are now

ready at this Office.—Price, \$1 each.

CHINA MAIL Office.

LANE, CRAWFORD & CO.

ARE AGENTS FOR

CURCIER and ADETS' CLARETS.
CHOURIER'S SAFFRON.

WHITEBREAD'S STOUT.

VAN HOOGEN'S GIN.

FOSTER'S Bottled ALE and STOUT.

SILBER LIGHT LAMPS.

French JAMS, Confiserie de St. James.

STARKEY'S GOLD LACE and OFFICERS'

DECORATIONS.

BAXTER'S CANVAS.

KOHNSTAmm's CHAMPAGNE.

Intimations.

LANE, CRAWFORD & CO.

ARE AGENTS FOR

W. T. ALLEN & CO.'S ORNAMENTAL

IRON WORK.

GILBERT & SONS' WINES.

BASS'S DRAUGHT ALE.

LETT'S DIARIES.

ISIGNY BUTTER.

TEACHER'S WHISKY.

CONSTABULARY REVOLVERS.

THE NEW LIFE JACKET.

LONDON & CHINA EXPRESS, OVER-

LAND MAIL, and THE HOME

NEWS.

Intimations.

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Intimations.

NOTICE TO MARINERS.
No. 98.
CHINA SEA.
SHANGHAI DISTRICT.—WOOSUNG RIVER.
WOOSUNG INNER BAR SIGNALS.

NOTICE is hereby given that on and after the 31st March, 1879, Geometrical Signals will be substituted for the flags now in use at the Woosung Inner Bar Station, shewing the depth of water on the Bar during the day.

An explanatory diagram, shewing the signals which indicate the depth of water from 10 feet to 24 feet, and which will shew the same in approaching the signal station both from Shanghai and from seaward, is added herewith.

To indicate rising tide a ball will be hoisted at the mast head.

In case of there being greater or less depths of water than here given the number of feet will be signalled by the "Universal Code of Signals" at the mast-head, and the half foot by a red and white flag at the yard-arm.

By order of the Inspector-General of Customs.

GERALD E. WELLESLEY,
Acting Engineer-in-Chief.

Imperial Maritime Customs,
Engineer's Office,
Shanghai, 31st Jan., 1879.

Depth of water in feet on Bar.	South. Yards.	North. Yards.	South. Yards.	North. Yards.
10	▲	▲	17	●
10½	▲	▲	18	●
11	●	●	18½	●
11½	●	●	19	●
12	●	●	19½	●
12½	●	●	20	●
13	●	●	20½	●
13½	●	●	21	●
14	●	●	21½	●
14½	●	●	22	●
15	●	●	22½	●
15½	●	●	23	●
16	●	●	23½	●
16½	●	●	24	●
17	●	●	24½	●

NOTICE TO MARINERS.
No. 99.

CHINA SEA.

PEIHO RIVER—TIENTSIN DISTRICT.

TAKU BAR LIGHT.

NOTICE is hereby given that on the 9th Instant, the Hulk "Ade" sank at her moorings outside the Taku Bar, in 3 fathoms at low water springs.

The "Taku Bar Light," which was exhibited at her Mast, will therefore be discontinued for the present.

By order of the Inspector-General of Customs.

GERALD E. WELLESLEY,
Acting Engineer-in-Chief.

Imperial Maritime Customs,
Engineer's Office,
Shanghai, 14th March, 1879.

NOT Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debts contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

NEHEMIAH GIBSON, American barque, Capt. D. Bradford—Meyer & Co.

CRAIGIE LIA, British barque, Capt. A. L. Winter—Butcher & Swire.

JOHANN FRIEDRICH, German brig, Capt. A. H. Kromke—Wieser & Co.

GOULD'S FLEET, British barque, Capt. James Wiltshire—Gilmour & Co.

MARY WHITRIDGE, American ship, Capt. E. F. Cutler—Russell & Co.

OXFORD, British ship, Captain S. Clyma—Gibb, Livingston & Co.

FLEET CASTLE, British steamer, Capt. Jno. Kidder—Adamson Bell & Co.

JAN PETER, German barque, Capt. K. H. Evert—Meyer & Co.

NEWS FOR HOME.

The Overland China Mail.

(The oldest Overland Paper in China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE

IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely printed matter.

Intimations.

HONGKONG WHARF & GODOWNS STORAGE.

GOODS RECEIVED on STORAGE at Moderate Rates, in FIRST-CLASS GODOWNS, under European supervision; and VESSELS Discharged alongside the WHARF, on favorable Terms, with quick despatch.

MEYER & Co.,
Proprietors.
Hongkong, November 29, 1878.

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F. H U T C H I N G S
begs to announce to the Community of Hongkong that he will be able to supply
B E E F, M U T T O N, &c.,
from 1st October, and trusts that they may grant him their support.

SHOP—WELLINGTON STREET, opposite the Cathedral.

Hongkong, September 20, 1878.

SAILOR'S HOME.

A NY Cast-off CLOTHING, BOOKS, or PAPERS will be thankfully received at the Sailor's Home, West Point.

Hongkong, July 25, 1878.

ma26

NOTICE to Consignees.

FROM HAMBURG AND LONDON.

THE British Ship Oneida having arrived, Consignees of Cargo by her are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense.

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, March 17, 1879.

ma24

NOTICE to Consignees.

FROM LONDON AND SINGAPORE.

THE S. S. Gleniffer having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods—with the exception of Opium—are being landed at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day.

Cargo remaining undelivered after the 21st instant will be subject to rent.

Bill of Lading will be countersigned by JARDINE, MATHESON & Co.

Hongkong, March 14, 1879.

ma21

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNNEES.

CONSIGNNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Ex "Ava."

H. J. A. H. (in cross) No. 107, Aldridge Salmon & Co., 1 case Hosiery, from London.

Ex "Amazon."

M. F. (in diamond) J. W. P. (underneath) No. 4048, Order, 1 case Cotton, from London.

J. H. H. No. 14, Order, 1 case Hosiery, from London.

B. S. M. H. (in cross) No. 15700/7, Order, 2 bales Woollens, from London.

Hongkong, March 15, 1879.

COMPAGNIE DES MESSAGERIES MARITIMES.

S. S. AMAZONE.

NOTICE.

CONSIGNNEES of Cargo per S. S. Indus, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before To-day, the 7th instant, at 3 p.m., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining undelivered after Friday, the 14th instant, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, March 7, 1879.

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To-day's Advertisements.

FROM LONDON, PENANG AND SINGAPORE.

THE Steamship Scotland, Captain Atkinson, having arrived from the above Ports, Consignees of Cargo by her are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery of their Goods.

Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense.

Optional Cargo will be forwarded to Yokohama, unless Notice to the contrary be given before noon to-morrow.

RUSSELL & Co.

Hongkong, March 13, 1879.

ma23

To-day's Advertisements.

OCIDENTAL & ORIENTAL S. S. COMPANY.

NOTICE.

CONSIGNNEES of Cargo per Steamer GAEILIC, from San Francisco, &c., are hereby requested to send in their Bills of Lading for countersignature here, and to take immediate delivery of their Goods.

Cargo impeding discharge of the Steamer will be landed and stored at Consignees' risk and expense.

G. B. EMORY,
Agent.

Hongkong, March 19, 1879.

ma26

NOTICE TO CONSIGNNEES.

THE GERMAN BARK JAN PETER, FROM ROTTERDAM.

CONSIGNNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

MEYER & Co.,
Agents.

Hongkong, March 19, 1879.

ma26

PUBLIC AUCTION.

SUBSTANTIAL ENGLISH AND CANTON-MADE HOUSEHOLD FURNITURE,

MANTLE-PIECE MIRRORS, ENGRAVINGS, CROCKERY-WARE, GLASS-WARE, PLATED-WARE, &c., &c., &c.

AMMERT, ATKINSON & Co. have received instructions to sell by Public Auction,

ON

THURSDAY,

3rd April, 1879, at 2 p.m., at the Residence of C. VOGEL, Esq., No. 2, Queen's Road,

THE whole of his SUBSTANTIAL HOUSEHOLD FURNITURE, &c., comprising:—

Brown Rep-covered Mahogany Drawing-room Suite, Marble-top Blackwood Round Table and Tea Poys, Sets of Canton Tea Poys, Flower Stands, Canton Vases, Mantle-piece Mirrors, Engravings and Chromo-Lithographs, Fender and Irons, Lace Curtains and Cornices, Drawing-room Billiard Table with Marking Board, Cues, &c., &c., Teakwood Dining Table and Wharps, Sideboard, Arm Chairs, Green and Gold Dinner Set, Hand Painted Dessert Set, Glassware, Platedware, Cutlery, Ice Chest, Meat Safe, American Bed with Spring and Hair Mattresses, Couch, Chairs, Cheval Glass, Lady's Writing Desk, American-made Bureau, Wardrobe, Marble Top Toilet Table and Mirror, Marble Top Washstand and Services, Chest of Drawers, Clothes Horse, Bath Tubs, Commodes, &c.

A COTTAGE PIANO, by DOERFEL STEINFELSER & Co.

dc., dc., &c.

Catalogues will be issued, and the whole will be on view the day before the Sale.

TERMS.—Cash before delivery in Bank Notes.

Hongkong, March 19, 1879.

ap3

NOTICE TO CONSIGNNEES.

SHIPPING.

ARRIVALS.

March 18, Carrie Wyman, American barque, 459, Randall, Newcastle (N. S. W.) Dec. 9, Coal.—MEYER & Co.

March 19, Emil Julius, German barque, 501, N. H. Jurgens, Hamburg Sept. 12, General.—MELCHERS & Co.

March 19, Egean, British steamer, 843, C. E. Stewart, Kobe March 12, 6 a.m., General.—LINTRELL & Co.

March 19, 11 a.m., Gaelic, British str., 171

His Lordship, at the conclusion of the proceedings at the Supreme Court to-day, said that he thought it was wrong to sit so late as a general rule. In England it was always the rule to sit from 10 to 4, and that rule should at least be adhered to within the tropics. The Court rose to-night at 6.45 p.m.

LOSS OF THE S. S. "YESO."

The O. & O. str. *Gaelic*, Capt. Kidley, reports the total loss of Messrs. Douglas Lapraik's steamer *Yesso*, Captain S. Ashton. The *Gaelic* stopped at 3.30 p.m. yesterday (18th), and rescued Capt. Ashton, Chief Officer Hunter, Chief Engineer MacIntyre, Second Engineer Reeves, Third Engineer Canning, and 70 Chinese from the wreck of the *Yesso*. She was lost on the White Rocks on the night of the 17th. She left Hongkong on her usual trip to the Coast Ports on the 14th inst.

So far as we have learnt, the facts are as follows:—The *Yesso* left Swatow at sunset on the 17th, the night being exceedingly dark and rainy. The Captain steered to pass to the southward of the Lammao Islands; and at 11.30 the ship struck on the White Rocks, knocking away her stern and badly injuring her bottom. For a short time after she struck she made little or no water, but as there was deep water close under her stern, Captain Ashton did not deem it prudent to back her off until some arrangements were made for the safety of passengers and crew. There were in all some 140 souls on board, and fears were entertained that she would sink immediately on hacking. The boats were at once lowered and got ready to receive the passengers. By the time this was done, the ship commenced to make water rapidly; and the *Yesso* having no water-tight bulkheads, the water ran at and her stern sank in about half an hour. Great fears were then entertained that the vessel would slip off the rocks into deep water; and as many passengers as the boats would contain with safety were put into them, with orders to remain alongside the ship until daylight. An anchor was then let go with the object of keeping the vessel from slipping off the rocks, and the engines were turned ahead slowly until the water put the fires out. Those remaining on board were sent to the forepart of the ship, as the only place of safety; and as there was nothing more to be done, the Captain waited for daylight, with the intention of landing all hands on some of the rocks which were beyond reach of high water. The wind and sea increased in strength, with continued rain, so that even the rocks close under the bow could not be seen. At daylight three of the four boats were found to have left, though this was clearly against the orders issued—the fourth boat, under command of the Chief Officer (Mr. Hunter), being the only one remaining. She was despatched in search of a landing place, and having landed her passengers returned to the wreck, which was now fast breaking up. She made a second trip, taking as many of the passengers as she could, but, contrary to expectation, she did not again make her appearance. Her native crew, it appears, had refused point blank to face the danger a third time, although the Europeans (Mr. Hunter, Mr. Sheppard, and Mr. McIntyre) and one Malay quartermaster did everything in their power to induce the Chinese to join them in making the attempt to rescue those still remaining on board. It was, of course, impossible for four men to attempt to take out and manage a large boat in the sea that was then running; and we can easily understand their feelings of disgust at such conduct on the part of the Chinese, while their b. other-officers and so many others were still on the wreck which was fast breaking up before their eyes. They at last succeeded in getting a native fishing-boat to make the attempt; and it was 2 o'clock in the afternoon before this boat could reach the wreck. The ship in the meantime was fast breaking up, and the people on board, having first taken refuge on one of the padd-e-wheels, were ultimately driven to the last resort, viz., the walking beam and framing of the engine, from which position they were at last rescued by the fishing-boat, with the exception of one small boy of seven years, who was washed away. These poor fellows—consisting of Captain Ashton, Second Engineer Reeves, Third Engineer Canning, and thirteen Chinese (one of whom was a woman)—were in this exposed position, on the walking beam or frame, for over five hours, with the seas breaking round them, and in momentary expectation of sudden death. It was with the greatest difficulty that the survivors were enabled to get from the beam into the boat because of the tremendous sea and the amount of swaying wreckage round the vessel. All, however, succeeded in getting into the fishing-boat; and so far as we are yet aware, only one life (that of the little boy) has been lost.

At about 3 o'clock the O. & O. S. S. *Gaelic* hove in sight, running with all sail set for Hongkong. The people on the rocks signaled to the steamer with blankets, and immediately upon the signals being seen, the *Gaelic* rounded to and steered in towards the rocks, much to the delight of those on shore. A stiff rain-squall, which lasted for half an hour, shut out the *Gaelic* from view, and some anxiety was felt that the big steamer would not be able to render any assistance in so dangerous a place and in such weather. When the squall cleared off, however, the *Gaelic* was found to be still there, and Captain Kidley brought his vessel close to the rocks, and sent his boat to rescue the unfortunate shipwrecked people from the rocks. Just as this had been accomplished the O. & O. S. S. *Hailong* came in sight, she having been sent by messrs. Lapraik's agent in Swatow to render assistance—the news having reached that port by one of the *Yesso*'s boats, in command of the Second Officer (Mr. Passmore), containing about 80 passengers. Mr. Passmore states that some of the passengers on board cast off his rope during the night, and that when he found himself adrift, and unable to reach the rocks or the ship, he set sail for Swatow. It is presumed that the other two boats, which have not as yet been heard from, did the same thing; and Captain Ashton says he has but slight fears for their ultimate safety, as the bows which have already entered the oldest and most

crowded boat of the three. When the *Hailong* arrived on the scene, Captain Ashton left the *Gaelic* and went on board the former vessel to confer with Captain Goods to the advisability of remaining by the wreck; but owing to the heavy gale and the fact that the *Yesso* was then under water, it was decided that nothing could be done in the way of salvage without the help of divers. This being so, the *Hailong* followed the *Gaelic*, from the scene of the wreck, to Hongkong.

The Right Honourable Sir Michael Hicks-Beach, Bart., M.P., to His Excellency Governor Pope Hennessy, C.M.G.

HONGKONG.

No. 119.

DOWNING STREET,

11th December, 1878.

Sir,—I have the honour to acknowledge the receipt of your Despatch No. 94 of the 23rd September, and to express to you my approval of the steps which you have taken for increasing the strength and efficiency of the night patrols of the Hongkong Police.

I understand you to be of opinion that the authorised Force is able to supply these additional night patrols by a rearrangement of duties, but if an increase of the force will be involved, I request you to furnish me as soon as possible with an estimate of the cost of such increase.

I have, &c.

(Signed) M. HICKS-BEACH,
Governor Hennessy, C.M.G.,
&c., &c., &c.

SUPREME COURT.

IN ADMIRALTY.

March 19, 1879.

Before His Lordship the Chief Justice, with Capt. Cleveland, R.N., H.M.S. *Iron Duke*, and J. P. McEnen, Esq., Acting Harbour Master, as Naval Assessors.

Promovent—KWOX AVONG.

Impugnant—SCHULZ, Master.

This was a claim for damages for the loss of the stone-junk *Sun Hop Lee*, which was sunk by collision with the S. S. *Yangtze*, of which latter vessel the Impugnant was and is the master. The Hon. J. Russell, (Acting Queen's Advocate), instructed by Mr. Brereton, was for the Impugnant; and Mr. J. Francis, instructed by Mr. Denys, for the Promovent.

This case was resumed to-day. The Queen's Advocate addressed the Court briefly and explained the nature of the evidence he should call, and gave an outline of his case. He then called Captain Schulz, the Master of the S. S. *Yangtze*, who said:—I have been 21 years at sea, 8 years in steamers. The *Yangtze* trades between this, Canton, and Shanghai. She is a vessel of about 1,200 tons capacity. With the exception of four voyages I have been running on the same route. We left on the 6th Feb. at 6 p.m., and proceeded slowly ahead until getting through the shipping, and we then went faster, and I put the telegraph on "full speed." After we got through the shipping we were going about 7 knots; we were then close to Whitfield Station. I was on the bridge the whole time. The wind was E.N.E. or E. by N. There were two men on the lookout. The night was quite clear, with an overcast sky. The moon was up at the time. About 6.30 p.m. I sighted a junk right ahead, and a minute later the Chief Officer reported to me that she had ported. I was about a mile from her at the time we first sighted her. She had two sails; I could see them quite distinctly. She was sailing with a fair wind. We had our masthead light burning and the two side lights. I saw the lights myself shortly after leaving the buoy. I could see myself that the junk had ported, and I ported our helm until the junk was two points on our port bow. She was about three-quarters of a mile off then. I then steered our helm. I saw no light on the junk. I was steering by the land for a high hill at the corner of the Ly-ee-moon, called the Devil's Peak. We kept our course, and kept a good look-out on the junk. The man on the lookout also called out "junk ahead" shortly after I saw her. We kept on our course until we got within two steamers' length off. She would have passed clean had she kept her course, but she starboarded her helm, and the effect was to bring her stern right across our bow. She would have passed 500 feet from us had she not starboarded. I, seeing her ahead, starboarded our helm and stopped engines, and then went full speed astern. It only took me about a minute to give my orders. The mate attended the telegraph. The head of the steamer paid off to port, but struck the junk shaft the mainmast on her starboard side. If the steamer had gone to port I should have cut the junk right through (laughter). From the first time I caught sight of the junk until I cut her in two was about ten minutes. After the accident I at once lowered a boat and sent the second mate to save life. The orders are to put up our side-lights directly it is sunset. I saw them myself in their place before we left the boundary of the harbour. The accident occurred about one-third of a mile off the Channel Rocks. Witness having marked his course on a chart, and pointed out the place he was in, when he first sighted the junk.

Mr. Francis cross-examined him. He said:—I was heading E. by S. I did not see whether the junk's sails were on either side; I saw that the main-sail was on the port side, but I did not see that the fore-sail was on the starboard side. I saw two sails. Mr. Francis:—Don't equivocate. Answer my question.

Mr. Russell:—I think, my Lord, that the Captain is answering his questions very fairly.

His Lordship:—Yes; it is a very harsh thing to say to a witness. I can perfectly understand the state of a man's mind at such a time. He might see two sails and not be able to say which side they were on.

Witness continued:—The main-sail is the largest; the fore-sail might have been lost in the main-sail. If going before the wind she should have sailed wing and wing. I saw her porting half a point. When she ported her head goes to starboard. We ported, and our head went to starboard.

The various positions as marked on the chart were found by Mr. Francis to bring the steamer outside the point of collision, and when the witness was asked to explain this, he could not do so; he said he must have made a mistake, and asked to be allowed to try again. This was granted, and he then was given a blue pencil and told to leave the first marks in. The second marks were a little better, but not quite accurate.

Witness continued in his porting, he altered his course two points.

Mr. Francis:—Well, can you explain how it is that you were going to the southward of your first line of direction, and the junk

to the northward of hers, that at that point of collision you arrive to the northward of your former line of direction.

Witness:—I starboarded afterwards.

Mr. Francis:—Yes, immediately before the collision.

Witness subsequently, on looking at the chart, said that the course he had given could not possibly take him to the point of collision.

Continued:—I never left the bridge; the wheel and telegraph are both on the bridge. The boatman and one sailor were on the look out. The boatman may have been assisting at securing the anchors, but the sailor was not. Before the Chief Officer came on the bridge the Second Officer was there. If both the junk and the steamer had continued on the same courses as when we first sighted, there would have been no fear of collision. I made no attempt then to get out of her way. When she ported she might have also got into collision had I not ported also. She could then have passed us about 500 feet off, I think she was rather further off than nearer. I did not blow the whistle as I thought there was no danger whatever. It was moonlight, but I did not see the moon. When the junk was close to us, she starboarded her helm. I did not blow the whistle then, although I could have done so easily on the bridge.

Mr. Francis:—Do you think, the junk coming on rapidly, it was the most prudent course to adopt to starboard your helm and bring your bows round meeting her?

Witness:—I think it was the only way to clear her.

Mr. Francis:—Did not that movement necessarily increase the force and shock of the collision?

Witness:—I don't think so.

Mr. Francis:—If you had put your helm hard aport, would it not have tended to bring you broadside to broadside?

Witness:—It would not. I don't think so.

Mr. Francis:—If you had ported and there had been time for the vessel to feel the helm would not your steamer's bow have gone clear of the junk?

Witness:—Yes, if there had been time. It felt the influence of the starboard helm a little. I could not say how much the steamer answered her helm. I struck the junk on the quarter. I do not believe the junk ran into the steamer. I see Quarry Point on the chart. If the junk people say that the collision occurred 600 feet off Quarry Point, it is not true. I never go nearer than half a mile off that point. I saw the Danish brig at anchor after the collision. I remained after the collision about 40 minutes. The steamer went all two steamer lengths ahead after she struck the junk. On our starboard bow there was a hole and on the port a scratch. I cannot account for the hole. Our side lights are kept on the bridge, at the level of the bridge. I saw the side lights put out, but not the mast-head light. All our boats are kept abreast of the lights. I did not see any other junk but the one we struck. I did not see the brig at anchor. I know where Show-ka-wan is. I did not look in that direction. No report was made to me of the brig being in sight.

My boat was in the water about 5 minutes after the brig came on board my ship with my Second Officer. When I saw the brig I had steamed half a mile ahead. She bore S. E. of us. The brig was lying just outside of Quarry Point. The boatman, lamp-trimmer, look-out man are all Chinese. I spoke to them about the case; that is, I only told them to speak the truth but did not tell them what the truth was. I spoke to them outside this Court. That was after I had read the report of the proceedings in the papers.

Re-examined by Mr. Russell:—I spoke to the Chinese by advice of my solicitor. I have told them nothing about the facts of this case as I understand them. I produce the ship's log. The entry in that book is signed by me and is correct.

Entry read.

By His Lordship:—The brig's sloop saved 17 men, and my boat one. The brig was a mile and a half away. My boat could not be lowered in less than five minutes; it was a rowing boat and the sloop had a steam-hulk, a boat with two sails.

His Lordship expressed his astonishment that this boat could get to the scene of the collision from the brig, a mile and a half away, and save 17 persons before the steamer's boat could get there.

The Queen's Advocate endeavoured to explain this by the fact of the brig's boat being a sailing boat, and there being a strong wind.

Re-examined by Mr. Russell:—I do not pretend that the marks I have made on the chart are made with scientific accuracy.

As soon as I saw the junk had taken a decided course, i.e., when she ported and I ported, there was then no danger, and I thought all was safe; it was only when I got close to us that she endeavoured to cross our bows. It would have been useless to blow our whistle.

By Capt. Cleveland:—I ported, although the junk was a little off my starboard bow, because the junk ported.

By Captain McEnen:—The engines were going full speed astern; the action of the rudder then is not altered when she has way on her; but when she has lost her way her head goes to starboard.

At this stage the Court adjourned till 2.30 p.m.

On resuming, the Chief Officer (Mr. Herren) was called, and corroborated the Captain's evidence.

Mr. W. G. Willis, the second officer, was next called, and gave similar testimony. With reference to the question about the Captain of the Danish brig and the sloop which picked up the drowning men, he said:

—The Captain of the Danish brig said that if I would put him on board his ship he would allow his sloop to take the men to Hongkong. I took the Captain of the brig on board the steamer. I can only account for the steamer getting so far from the wreck in this manner, that the steamer had good way on. I do not know where the sloop came from; I led Captain Schulz to believe that the brig was a mile and a half or a mile and a quarter off.

George Ferguson, the Chief Engineer, deposed:—I have been an Engineer at sea over 12 years, and have been Chief Engineer 5 years. He said that when the *Yangtze* left this on the 6th February, at 5.30 p.m., she steamed a little over 6 knots an hour. At about 6.30 p.m., he got the orders to slow, stop, and full speed astern. The ship would stop in less than three ship's lengths.

Witness:—The lamp-trimmer, was gal-

ed and deposed to his having put the lamps in their proper place immediately the steamer left. He put the green light on the starboard side.

Wong Ayat, the quartermaster who was at the wheel at the time of the collision, was examined.

Leung Akow, the boatswain and Tung Afoo, the look-out man, deposed that the men had not finished stowing away the anchors and chains when the collision occurred and this concluded the evidence.

The case was then adjourned till Monday at 10 a.m., when the attendance of all the Police force at Shau-ki-wan who know anything about the matter will be required, and the Registrar of the Court was directed to write to Captain Deane to that effect.

China.

KIUKLАН.

March 11.

During the last few days, the natives have evinced considerable signs of animation from one cause or another. Mandarins have been hurrying—though that is hardly the right word, for Mandarin is not *hurry* as a general rule—backwards and forwards through the Settlement, accompanied of course, by their followers, the usual tag, rag and bobtail, which form part of an official's retinue. What with gong beaters, banner and other bearers, clarion blowing, gun firing, and ragamuffins and tatterdemalions, our celestial friends have had quite a time of it.

The ball was opened by the Naval Brigade, or whatever name it is called by. The crews of the river gunboats went through a number of artistic evolutions on the Race Course, to the manifest edification and delight of the great unwashed. True, it was not such a grand affair after all, but then parades do not take place every day, so one must consequently be satisfied with what the gods send. The weapons yclept matchlocks, with which this naval brigade is armed, are rather antiquated in fact, but considering that the only use they are put to is to fire off powder on grand occasions, they are quite good enough. There is little fear of these arms of precision, save the mark! even doing any damage, unless they should accidentally explode and wound the men behind them, but as there is no such thing known as ramming, there is no powder with wedding, that is not at all likely. One thing is certain—they will not go off if it rains. After exhibiting their prowess on land, these gallants took to the water for a change, and with six gunboats had a sham-fight and naval review. The vessels were formed in divisions of two and three, and advanced and retreated, dropped into line, and fired their guns singly, and in twos, and altogether. This did not last very long. They went through their manoeuvres very well, each change in the programme being noted by the waving of a flag. Of the flags every boat had half a dozen, while the crews themselves wore their best uniforms.

Pun Ling, the Admiral of the *Yangtze*, may be expected here very shortly now.

This gentleman has a way of popping in upon the officials when least expected. It is said he is greatly opposed to opium smoking, and is doing his best to put it down. Query: Will he succeed? Pun has been nicknamed "Old Ironsides"—or by an expression meaning the same thing.

A man in Missouri planted some beans late one afternoon, and next morning they were up—thanks to his hens.

A WARNING.—A man who jumped overboard and was drowned left a memorandum, saying, "Whisky did this." The coron

To Let.

TO LET.
MARINE HOUSE, QUEEN'S ROAD.—GROUND FLOOR, consisting of OFFICES, COMPTORADE'S QUARTERS, and GODOWNS.
West—A RESIDENCE, with Business Accommodation, complete.
Gas and WATER laid on.
Each of these Premises can be Let in whole or in apartments.

Apply to
E. R. BELLIOS,
Hongkong, March 11, 1879.

TO LET.

G. R. E. E. N. M. O. U. N. T.,
Possession on or before 15th May.
Apply to
GILMAN & Co.
Hongkong, March 4, 1879.

TO LET.

PORTION of a HOUSE, very suitable for OFFICES and DWELLING, also for a STORE, Queen's Road Central. Possession 1st March next.

Apply to
LANDSTEIN & Co.
Hongkong, February 4, 1879.

TO LET.

OFFICES on the FIRST FLOOR, No. 8, QUEEN'S ROAD.

Apply to
J. NOBLE,
No. 8, Queen's Road.
Hongkong, March 13, 1879.

TO LET.

IN the Houses on MARINE LOT 65, formerly known as the Blue Houses, situate on Praya East.—

FIRST FLOORS of Nos. 2 and 4, Praya East.

As also,

A FRONT and BACK ROOM in the DWELLING to the eastward of the Pier, with part of its spacious Verandah. Immediate Possession.

TO LET.
FIRST CLASS GRANITE GODOWNS, attached to Blue Houses at Wanchai, MARINE Lot 65.

Also,
A SPACIOUS TIMBER YARD, close to the Wanchai Pier. Timber received on Storage or the Yard Rented.
For further particulars, apply to
MEYER & Co.

Hongkong, March 4, 1879.

TO BE LET.

On Shameen—Canton.

THE SPACIOUS PREMISES lately occupied by MESSRS OYMPIANT & Co., Comprising DWELLING HOUSE, with GODOWNS, TEA and SILK ROOMS attached.

For Particulars, apply to
EDWARD DAVIS,
Canton.

Canton, March 12, 1879.

TO BE LET.

TWO Excellent STONE-FLOORED GODOWNS, on Marine Lot No. 10, Praya Central.

Apply to
TURNER & Co.
Hongkong, August 1, 1878.

TO LET.

FIRST-CLASS OFFICES and GODOWNS, Nos. 54 and 60, Praya Central.

Apply to
W. H. HANG,
Nos. 6 and 7, Praya West.
Hongkong, January 2, 1879.

NOTICES OF FIRMS.

NOTICE.
THE INTEREST and RESPONSIBILITY of Mr. F. GROBIEN in our Firm CHAS. To-day.

SANDER & Co.
Hongkong, March 1, 1879.

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. WALTER SCOTT FITZ, in our Firm in Hongkong and China, ceased on the 31st December last.

Mr. CHARLES VINCENT SMITH is admitted a Partner from This Date.

RUSSELL & Co.

Hongkong, January 1, 1879.

NOTICE.

THE Interest and Responsibility of the Underigned in the *Chinese Mail*, *Wah Yat Po*, ceased from the 1st August, 1877, but Debts prior to that Date will be received and paid by him.

CHUN AYIN.

Hongkong, April 6, 1878.

NOTICE.

IN Reference to the above, the Underigned has leased the *Chinese Mail* from the 1st August, 1877, and has engaged the services of Mr. LEONG YOOK CHUEN, as Translator and General Manager of the newspaper, which under its new régime will be found to be, as hitherto, an excellent medium for advertising, especially as the Manager is able to devote his whole attention to the conduct of the newspaper.

KONG OHIM,
Leasee of the *Chinese Mail*,
Hongkong, April 6, 1878.

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE, COLOMBO,
ADEN, SUEZ, ISMAILIA, PORT
SAID, NAPLES, AND
MARSEILLES;

ALSO,
BOMBAY, MAHE, ST. DENIS, AND
PORT LOUIS.

INSURANCES.

ROYAL INSURANCE COMPANY.
THE Underigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELCHERS & Co.,
Agents, Royal Insurance Company.
Hongkong, October 27, 1874.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL, TWO MILLIONS STERLING.

THE Underigned are prepared to grant POLICIES against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to ARNHOLD, KARBERG & Co., Agents, Hongkong & Canton.

Hongkong, January 4, 1877.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRIE,
Secretary.

Hongkong, November 1, 1871.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER
of
His Majesty King George The First,
A. D. 1720.

THE Underigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872.

INCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE.

IN CONNECTION WITH THE CENTRAL and UNION PACIFIC AND CONNECTING RAILROAD COMPANIES

AND ATLANTIC STEAMERS

THE S. S. GAELIC will be despatched for San Francisco via Yokohama, on TUESDAY, the 1st day of April, 1879, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe.

Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 6 p.m. of the 31st March; PARCEL PACKAGES will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

A REDUCTION is made on RETURN PASSENGER TICKETS.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.

Hongkong, March 17, 1879.

INSURANCES.

CHINESE INSURANCE COMPANY, (LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profit, are distributed annually to Contributors whether Shareholders or not, in proportion to the net amount of Premiums contributed by each, the remaining third being carried to Reserve Fund.

J. BRADLEY SMITH,
General Agent.

Hongkong, December 6, 1878.

QUEEN FIRE INSURANCE COMPANY.

THE Underigned are prepared to grant Policies against FIRE to the extent of \$10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20% per cent.

NORTON & Co.

Hongkong, January 1, 1879.

NOTICE.

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KONG OHIM,

Leasee of the *Chinese Mail*,

Hongkong, April 6, 1878.

Merchant Vessels in Hongkong Harbour.

Exclusively of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *a*, and those in the body of the Harbour or midway between each shore are marked *b*, in conjunction with the figures denoting the sections.

Section
1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.

Section
5. From P. and O. Co.'s Office to Pedder's Wharf.
6. From Pedder's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Section
9. From Amoy to Yokohama.

Section
10. From Amoy to South Sea Island.

Section
11. From Amoy to Mactan.

Section
12. From Amoy to Tamsui.

Section
13. From Amoy to Port Darwin.

Section
14. From Amoy to Yokohama.

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15. From Amoy to San Francisco.

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